

**Amendments to the Specification:**

Please replace the paragraph beginning at page 3, line 7, with the following rewritten paragraph:

FIG. 4 shows a construction example of a conventional power supply device incorporated in a vehicle driven by an internal combustion engine when two types of voltage outputs are obtained by providing two generators in a vehicle. In FIG. 4, a reference numeral 1 denotes a generator for driving on-vehicle electrical components driven by an internal combustion engine, and an output of the generator is converted into a DC output by a DC power supply circuit 2 having a rectification function and a voltage adjustment function, and then supplied through a power supply line 3 to a battery 4 and other electrical ~~loadss~~ loads 5.

Please replace the paragraph beginning at page 12, line 16, with the following rewritten paragraph:

An AC output of the first generation coil 11 is input to a DC power supply circuit 13 having a rectification function and a voltage adjustment function. The DC power supply circuit 13 includes, for example, a hybrid bridge rectifier circuit of a diode and a thyristor, and a control unit that controls a conduction angle of the thyristor of the rectifier circuit, and outputs a DC voltage of a voltage value adjusted to a set value (14 V, in this example). This DC voltage is applied to a battery 15 and other electrical ~~loadss~~ loads 16 through a power supply line 14. The electrical ~~loadss~~ loads 16 include an ignition device for an internal combustion engine, a fuel injection device, or the like. In this example, the first generation coil 11 and the DC power supply circuit 13 constitute the first power supply system A1.

Please replace the paragraph beginning at page 12, line 27, with the following rewritten paragraph:

An output of the second generation coil 12 is input to a DC power supply unit 19 including a three-phase diode ~~bride~~ bridge rectifier circuit 17 and a smoothing capacitor 18 connected across output terminals of the rectifier circuit 17,

and a DC voltage obtained from the DC power supply unit 19 is input to an inverter 20. The inverter 20 is a known bridge type inverter having four bridge-connected switch elements Q1 to Q4 and diodes D1 to D4 connected anti-parallel to the switch elements Q1 to Q4, respectively, and an output voltage of the DC power supply unit 19 is applied across DC terminals 20a, 20b of the inverter 20.

Please replace the paragraph beginning at page 18, line 17, with the following rewritten paragraph:

On the other hand, the generation coil 12 used as the power source of the second power supply system is comprised so as to have an output characteristic of high voltage and high output, and generates a sufficiently large output compared to the generation coil 11 even in the low speed area of the engine. Thus, the output required for charging the battery and driving other electrical ~~leads~~ loads can be generated even in the low speed area where the rotational speed of the engine is lower than the set rotational speed.

Please replace the paragraph beginning at page 19, line 11, with the following rewritten paragraph:

In the invention, a small generation coil that can generate the output required for charging the battery and driving other electrical loads only in the high speed area where the rotational speed of the engine exceeds the set speed is used as the first generation coil, but in the low speed area where the rotational speed of the engine is equal to or lower than the set speed as described above, the DC power is supplied from the second power supply system A2 to the power supply line 14 to assist the first power supply system A1. Thus, even in the low speed area of the engine, the battery 15 can be charged and the electrical ~~leads~~ loads 16 can be driven to allow the operation of the engine without a hitch.